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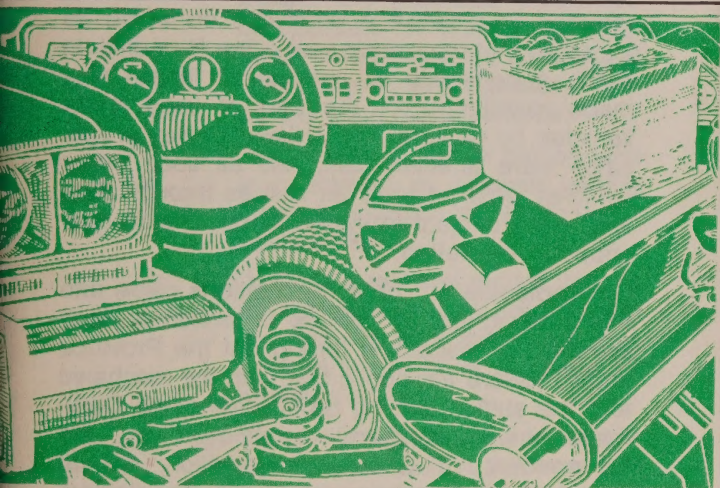
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SAFETY STANDARDS CERTIFICATION OF USED MOTOR VEHICLES

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AN EXTRACT OF
THE HIGHWAY TRAFFIC ACT
SECTIONS 58 TO 58m
AND
ONTARIO REGULATION 477/74

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Ontario

Ministry of
Transportation and
Communications



ABOUT THE PROGRAM . . .

Although most collisions are caused by driver action, defective vehicles cause a significant number and they frequently are those involving a greater degree of injury and damage.

Ontario's records had indicated that recently transferred used cars were involved in a greater than expected number of fatal accidents. Legislation was therefore enacted requiring an inspection at a very critical time in the life of the motor vehicle . . . when the owner has lost confidence in the vehicle or, for other reasons wants to get rid of it. The purpose of the legislation is not so much to put vehicles off the road as to make sure defects are corrected.

Initially, a dealer in used motor vehicles was required to produce a certificate on which he indicated that the vehicle was either fit or unfit. In 1967, a certificate of mechanical fitness was made mandatory for the sale of used motor vehicles by dealers. The following year, private sales were affected also, and all used motor vehicles, sold privately as well as through dealers, were subject to inspection standards described in legislation.

On September 1, 1974, Regulations came into effect designed to provide a uniformly high standard of inspection throughout the Province and to assure the public that both the mechanic and the station issuing Safety Standards Certificates met standards established by the Government of Ontario. In addition, private sellers of used motor vehicles as well as dealers in used motor vehicles were required to produce to the purchaser, at the time of delivery of the vehicle, a Safety Standards Certificate, otherwise the licence plates must be surrendered and the vehicle sold with an Unfit Permit.

THE HIGHWAY TRAFFIC ACT

Sections 58 to 58m

58. In this section and in sections 58a to 58m,
- (a) "Director" means the Director of Vehicle Inspection Standards appointed under section 58a;
 - (b) "licensee" means a person who is the holder of a motor vehicle inspection station licence issued under section 58d;
 - (c) "motor vehicle inspection mechanic" means a person who certifies by means of a safety standards certificate that a motor vehicle complies with the equipment and performance standards prescribed by the regulations;
 - (d) "motor vehicle inspection station" means any premises maintained or operated for the inspection of motor vehicles and the issuance of safety standards certificates in respect of such motor vehicles;
 - (e) "registrant" means a person who is registered as a motor vehicle inspection station mechanic under section 58e;
 - (f) "vehicle inspection record" means a form required to be completed in accordance with the regulations prior to the issue of a vehicle inspection sticker;
 - (g) "vehicle inspection sticker" means the device issued as evidence that the inspection requirements and performance standards referred to in section 57a have been complied with.
- 58a. The Minister shall appoint an officer of the Ministry to be the Director of Vehicle Inspection Standards for purposes of sections 58 to 58m.
- 58b. (1) No person shall sell a used motor vehicle unless,

- (a) on the delivery of the vehicle to the purchaser, the seller gives to the purchaser a safety standards certificate that was issued upon an inspection that was completed in respect of the motor vehicle not more than thirty days before the date of the delivery of the used motor vehicle to the purchaser; or
 - (b) the seller forwards to the Ministry the notice required under subsection 2 of section 9 together with the current number plates and permit issued with respect to the motor vehicle.
- (2) A person who applies to transfer the permit issued in respect of a used motor vehicle shall,
 - (a) deliver to the Ministry a safety standards certificate that was issued in respect of the vehicle not more than thirty-six days before the date of the application; or
 - (b) forward to the Ministry notice of the transfer of the vehicle in the form referred to in subsection 2 of section 9 together with the current number plates and permit issued with respect to the motor vehicle.
- (3) The Ministry shall not issue a permit or number plates to any person upon an application to transfer the permit issued in respect of a motor vehicle or upon an application to register a used motor vehicle that is registered in another jurisdiction unless there is delivered to the Ministry a safety standards certificate issued upon an inspection that was completed in respect of the motor vehicle not more than thirty-six days before the date of the application.
- (4) Subsection 3 does not apply to an application,
 - (a) to transfer the permit issued in respect of a motor vehicle registered in Ontario that is transferred,

- (i) to the spouse of the owner of the vehicle,
 - (ii) to the estate of the deceased owner of the vehicle, or
 - (iii) from the deceased owner or the estate of the deceased owner of the vehicle to the deceased owner's spouse; or
- (b) to register a commercial motor vehicle, other than a dump truck, that is registered in another jurisdiction and owned by a person who does not reside in Ontario.
- (5) Upon receipt of the notice together with the number plates and permit pursuant to clause *b* of subsection 1 or clause *b* of subsection 2, the Ministry shall issue a permit marked "unfit motor vehicle" and shall not issue number plates under Part II for the motor vehicle until application is made therefor together with a safety standards certificate that was issued in respect of an inspection of the motor vehicle completed not more than thirty days before the date of the application.
- (6) Subsections 1, 2 and 3 do not apply to the sale or transfer of a used motor vehicle to a motor vehicle dealer registered under *The Motor Vehicle Dealers Act*.
- (7) Subsection 2 of section 2 of *The Motor Vehicle Accident Claims Act* does not apply upon the issuance or transfer of a permit that is marked "unfit motor vehicle".

58c. (1) No person other than a licensee or a person authorized in writing by the licensee shall issue a safety standards certificate.

- (1a) No person other than licensee, a motor vehicle inspection mechanic or a person authorized in writing by the licensee shall affix a vehicle inspection sticker to a vehicle.
- (2) A safety standards certificate in res-

pect of a motor vehicle shall not be issued or a vehicle inspection sticker affixed to a vehicle unless,

- (a) the vehicle has been inspected by a motor vehicle inspection mechanic in the motor vehicle inspection station and the vehicle is found to comply with the inspection requirements and performance standards prescribed by the regulations; and
- (b) the safety standards certificate or a vehicle inspection record,
 - (i) is made by the motor vehicle inspection mechanic who inspected the vehicle, and
 - (ii) is countersigned by the licensee or a person authorized in writing by the licensee.

- 58d. (1) No person shall establish, operate or maintain a motor vehicle inspection station except under the authority of a licence issued by the Director under this Act and the Director may issue a licence for a motor vehicle inspection station subject to such conditions as the Director may specify in the licence.
- (2) Subject to subsection 3, any person who applies in accordance with this Act and the regulations for a licence to establish, operate or maintain a motor vehicle inspection station and who meets the requirements of this Act and the regulations and who pays the prescribed fee is entitled to be issued the licence.
- (3) Subject to section 58h, the Director may refuse to issue a motor vehicle inspection station licence where, in his opinion,
- (a) the past conduct of the applicant or, where the applicant is a corporation, of its officers or directors affords reasonable grounds for belief that the motor vehicle inspec-

- tion station will not be operated in accordance with the law and with honesty and integrity;
- (b) the proposed motor vehicle inspection station or its operation would contravene this Act or the regulations or any other Act or regulation or any municipal by-law respecting its establishment or location;
 - (c) the applicant is not competent to operate a motor vehicle inspection station in accordance with this Act and the regulations;
 - (d) the equipment and premises are not suitable for the performance of the inspections for which the licence is sought.
- (4) A motor vehicle inspection station licence expires with the 31st day of December in the year in which it is issued and a renewal shall be issued where the applicant is not disqualified under subsection 8.
 - (5) A motor vehicle inspection station licence is not transferable.
 - (6) It is a condition of a motor vehicle inspection station licence that the operation of the motor vehicle inspection station be under the charge and control of the licensee.
 - (7) Where the licensee is a corporation, the corporation shall notify the Director in writing within fifteen days of any change in the officers or directors of the corporation.
 - (8) The Director may revoke or refuse to renew a motor vehicle inspection station licence where,
 - (a) any person has made a false statement in the application for the licence or a renewal thereof or in any safety standards certificate signed by the licensee or a person authorized in writing by the licensee or in any report, document or

other information required to be furnished by this Act or the regulations or any other Act or regulation that applies to the motor vehicle inspection station;

- (b) any inspection authorized by the licence is incompetently performed;
- (c) the licensee or any motor vehicle inspection mechanic employed in the motor vehicle inspection station has misrepresented the condition of a vehicle with respect to the standards of equipment and performance prescribed by the regulations upon an inspection of the vehicle in the station for the purpose of determining whether or not to issue a safety standards certificate, sign a vehicle inspection record or affix a vehicle inspection sticker;
- (d) there is a breach of a condition of the licence;
- (e) the licensee does not comply with this Act or the regulations;
- (f) the inspections that can be performed by the motor vehicle inspection station are misrepresented; or
- (g) a change in the officers or directors of any corporation that is a licensee would afford grounds for refusing to issue a motor vehicle inspection station licence under clause a of subsection 3.

58e. (1) No person shall sign a vehicle inspection record as mechanic or certify in a safety standards certificate that a vehicle complies with the standards of equipment and performance prescribed by the regulations unless he is registered by the Director as a motor vehicle inspection mechanic in a motor vehicle inspection station and the Director may so register any person for

whom application is made pursuant to subsection 2.

- (2) Where a licensee or an applicant for a motor vehicle inspection station licence applies for the registration as a motor vehicle inspection mechanic in the motor vehicle inspection station of the licensee or in the proposed motor vehicle inspection station of the applicant for a licence, as the case may be, of any person who meets the requirements of this Act and the regulations, such person is entitled to be registered as a motor vehicle inspection mechanic in the motor vehicle inspection station.
- (2a) The registration of a motor vehicle inspection mechanic expires with the licence of the motor vehicle inspection station to which the mechanic is registered.
- (3) Subject to section 58h, the Director may refuse to register a motor vehicle inspection mechanic where, in his opinion,
 - (a) the past conduct of the mechanic affords reasonable grounds for belief that the mechanic will not act as a motor vehicle inspection mechanic in accordance with the law and with honesty and integrity; or
 - (b) the mechanic is not competent to act as a motor vehicle inspection mechanic.

58f. The Director may revoke the registration of a motor vehicle inspection mechanic where,

- (a) the registrant or the licensee has made a false statement in the application for registration of the registrant or in a safety standards certificate or in any report, document or other information required to be furnished by this Act or the regulations or any other Act or

regulation that applies to the registrant;

- (b) any inspection performed under the authority of his registration is incompetently performed by the registrant; or
- (c) the registrant does not comply with this Act or the regulations.

58g. (1) Where the Director issues a licence under this Act and the licensee is dissatisfied with the conditions thereof prescribed by the Director, he may by written notice given to the Director and the Board require a hearing by the Board, and the Board shall appoint a time for and hold a hearing.

- (2) Pursuant to a hearing under subsection 1, the Board may affirm the conditions prescribed for the licence by the Director or may cancel such conditions or may prescribe such other conditions for the licence in the place of those prescribed by the Director as it considers proper and such conditions shall be conditions of the licence.

58h. (1) Where the Director proposes,

- (a) to refuse to issue or renew a licence;
- (b) to refuse to make registration; or
- (c) to revoke a licence or registration, the Director shall serve notice of his proposal, together with written reasons therefor,
- (d) in the case of a proposal to refuse to issue a licence, upon the applicant;
- (e) in the case of a proposal to revoke or to refuse to renew a licence, upon the licensee;
- (f) in the case of a proposal to refuse to make a registration, upon the applicant or licensee and upon the proposed registrant; and
- (g) in the case of a proposal to revoke

a registration, upon the registrant and the licensee of the motor vehicle inspection station in which the registrant is employed.

- (2) A notice under subsection 1 shall inform the applicant, licensee, registrant or proposed registrant, as the case may be, that he is entitled to a hearing by the Board if he mails or delivers, within fifteen days after the notice under subsection 1 is served on him, notice in writing to the Director and the Board requiring a hearing by the Board and he may so require such a hearing.
- (3) Where the applicant, licensee, registrant or proposed registrant does not require a hearing by the Board in accordance with subsection 2, the Director may carry out the proposal stated in the notice under subsection 1.
- (4) Where the applicant, licensee, registrant or proposed registrant, requires a hearing by the Board in accordance with subsection 2, the Board shall appoint a time for and shall hold the hearing and may by order direct the Director to carry out his proposal or refrain from carrying out his proposal and to take such action as the Board considers the Director ought to take in accordance with this Act and the regulations, and for such purposes the Board may substitute its opinion for that of the Director.
- (5) The Board may extend the time for the giving of notice requiring a hearing by the applicant, licensee, registrant or proposed registrant, under this section either before or after the expiration of such time where it is satisfied that there are *prima facie* grounds for granting relief to the applicant, licensee, registrant or proposed registrant, pursuant to a hearing and that there are reasonable grounds for applying for the extension, and the Board may give such directions as it considers

proper consequent upon the extension.

- (6) Where, within the time prescribed therefor or, if no time is prescribed, before the expiry of the licence, the licensee has applied for renewal of the licence and paid the prescribed fee, the licence shall be deemed to continue,
 - (a) until the renewal is granted; or
 - (b) where he is served with notice that the Director proposes to refuse to grant the renewal, until the time for giving notice requiring a hearing by the Board as expired and, where a hearing is required, until the Board has made its decision.

- 58i. (1) The Director, the applicant, licensee, registrant or proposed registrant who has required the hearing and such other persons as the Board may specify are parties to proceedings before the Board under this Act.
- (2) Notice of a hearing under section 58g or 58h shall afford the applicant, licensee, registrant or proposed registrant a reasonable opportunity to show or to achieve compliance before the hearing with all lawful requirements for the issue or retention of the licence or for the registration or continuation of the registration, as the case may be.
 - (3) Any party to proceedings under section 58g or 58h shall be afforded an opportunity to examine before the hearing any written or documentary evidence that will be produced or any report the contents of which will be given in evidence at the hearing.
 - (4) Members of the Board holding a hearing shall not have taken part before the hearing in any investigation or consideration of the subject-matter of the hearing and shall not communicate directly or indirectly in relation to the

subject-matter of the hearing with any person or with any party or his representative except upon notice to and opportunity for all parties to participate, but the Board may seek legal advice from an adviser independent from the parties and in such case the nature of the advice should be made known to the parties in order that they may make submissions as to the law.

- (5) The oral evidence taken before the Board at a hearing shall be recorded and, if so required, copies of a transcript thereof shall be furnished upon the same terms as in the Supreme Court.
- (6) The findings of fact of the Board pursuant to a hearing shall be based exclusively on evidence admissible or matters that may be noticed under sections 15 and 16 of *The Statutory Powers Procedure Act, 1971*.
- (7) No member of the Board shall participate in a decision of the Board pursuant to a hearing unless he was present throughout the hearing and heard the evidence and argument of the parties and, except with the consent of the parties, no decision of the Board shall be given unless all members so present participate in the decision.
- (8) Documents and things put in evidence at a hearing shall, upon the request of the person who produced them be released to him by the Board within a reasonable time after the matter in issue has been finally determined.
- (9) Any party to the proceedings before the Board may appeal from its decision or order to the Supreme Court in accordance with the rules of court.
- (10) Where any party appeals from a decision or order of the Board, the Board shall forthwith file in the Supreme Court the record of the proceedings

before it in which the decision was made, which, together with the transcript of evidence if it is not part of the Board's record, shall constitute the record in the appeal.

- (11) The Minister is entitled to be heard, by counsel or otherwise, upon the argument of an appeal under this section.
- (12) An appeal under this section may be made on questions of law or fact or both and the court may affirm or may rescind the decision of the Board and may exercise all powers of the Board to direct the Director to take any action which the Board may direct him to take and as the court considers proper and for such purposes the court may substitute its opinion for that of the Director or of the Board, or the court may refer the matter back to the Board for rehearing, in whole or in part, in accordance with such directions as the court considers proper.

58j. Except where otherwise provided, any notice required by sections 58 to 58m to be served may be served personally or by registered mail addressed to the person to whom notice is to be given at his latest known address and, where notice is served by registered mail, the service shall be deemed to have been made on the fifth day after the day of mailing unless the person to whom notice is given establishes that he did not, acting in good faith, through absence, accident, illness or other cause beyond his control receive the notice until a later date.

- 58k. (1) The Minister may appoint one or more persons as inspectors for the purposes of sections 58 to 58m and the regulations and such appointments shall be in writing.
- (2) The Minister shall issue every inspector appointed under subsection 1 a certificate of his appointment and

every inspector, in the execution of his duties under this section and the regulations, shall produce his certificate of appointment upon request.

- (3) An inspector may at all reasonable times inspect the premises, operations and all records of all motor vehicle inspection stations to ensure that the provisions of sections 58 to 58m and the regulations are complied with.
- (4) Upon an inspection under this section, the inspector may upon giving a receipt therefor remove any material referred to in subsection 3 that relates to the purpose of the inspection for the purpose of making a copy thereof, provided that such copying is carried out with reasonable dispatch and the material in question is promptly thereafter returned to the licensee of the motor vehicle inspection station.
- (5) Any copy made as provided in subsection 4 and purporting to be certified by an inspector is admissible in evidence in any action, proceeding or prosecution as *prima facie* proof of the original.
- (6) No person shall obstruct the inspector or withhold or destroy, conceal or refuse to furnish any information or thing required by the inspector for the purposes of the inspection.

- 58l. (1) Any person who contravenes any provision of sections 58 to 58k or the regulations made under section 58m is guilty of an offence and on summary conviction is liable to a fine of not less than \$50 and not more than \$500.
- (2) Any person who makes a false statement in a safety standards certificate is guilty of an offence and on summary conviction is liable to a fine of not less than \$50 and not more than \$500.
 - (3) A provincial judge or justice of the peace who makes a conviction for an offence under sections 58 to 58m or

any regulation made under section 58m, or the clerk of the court in which the conviction is made, shall forthwith certify the conviction to the Director setting out the name, address and description of the person convicted and the provision of this Act contravened.

- 58m. The Lieutenant Governor in Council may make regulations,
- (a) prescribing the form and content of safety standards certificates;
 - (b) prescribing inspection procedures, inspection requirements and equipment and performance standards of those items to be inspected for a safety standards certificate or a vehicle inspection sticker;
 - (c) governing the safety, equipment premises, maintenance and operation of motor vehicle inspection stations;
 - (d) prescribing forms for the purposes of sections 58 to 58m and providing for their use;
 - (e) prescribing conditions that shall attach to motor vehicle inspection station licences or the registrations of motor vehicle inspection mechanics or any class of either of them;
 - (f) classifying vehicles, motor vehicle inspection stations and motor vehicle inspection mechanics for the purposes of sections 58 to 58m;
 - (g) prescribing fees that shall be paid upon applications for motor vehicle station licences and upon the issuance of such licences or renewals thereof and upon applications for and the registration of motor vehicle inspection mechanics;
 - (h) prescribing the amount that shall

be paid to the Ministry for forms of safety standards certificates and vehicle inspection stickers;

- (i) prescribing the books, records and accounts that shall be kept by licensees;
- (j) governing the reports and returns that shall be made to the Director by licensees and registrants;
- (k) prescribing the qualifications of motor vehicle inspection mechanics;
- (l) prescribing other duties of inspectors;
- (m) prescribing the form size and content of signs that identify motor vehicle inspection stations and governing the use of such signs.
- (n) requiring and governing the return to the Ministry of unused forms of safety standards certificates, vehicle inspection records and vehicle inspection stickers and providing for refunds of amounts paid for such forms of certificates and stickers.

NOTE:

For the purposes of this Act "Board" means Licence Suspension Appeal Board established under section 28.

REGULATION 477/74
MADE UNDER
THE HIGHWAY TRAFFIC ACT
SAFETY STANDARDS CERTIFICATION

1. In this Regulation,
 - (a) "certificate" means a safety standards certificate;
 - (b) "licence" means a licence issued under section 58d of the Act;
 - (c) "station" means a motor vehicle inspection station,
 - (d) "sticker" means a vehicle inspection sticker.
2.
 - (1) Stations are classified as follows:
 - (a) Class F is a fleet station;
 - (b) Class G is a station operated by,
 - (i) Her Majesty the Queen in right of Canada or Ontario,
 - (ii) a municipality, or
 - (iii) a school board or commission on behalf of a municipality; and
 - (c) Class P is any station other than a Class F or G station.
 - (2) Upon the payment of the fees prescribed by subsection 1 of section 18,
 - (a) the holder of a Class F licence may apply to have the licence changed to Class P licence; and
 - (b) the holder of a Class P licence may apply to have the licence changed to a Class F licence.
3. Motor vehicles are classified as follows:
 - (a) light motor vehicles, being motor vehicles other than motorcycles having a manufacturer's gross vehicle weight rating not exceeding 10,000 pounds;

- (b) heavy motor vehicles, other than motorcycles, being motor vehicles having a manufacturer's gross vehicle weight rating in excess of 10,000 pounds; and
- (c) motorcycles.

4. It is a condition of every licence that the licensee shall,

- (a) own or lease the premises in which the inspections are carried out; and
 - (b) display the licence in a conspicuous position in the station.
- (2) It is a condition of every Class F and G licence that the licensee shall not issue or authorize any person to issue a certificate or affix or authorize any person to affix a sticker unless the certificate or sticker is for a vehicle for which a permit or validated permit has been issued in the name of the licensee.
- (3) It is a condition of every licence that
- (a) a safety standards certificate for a used motor vehicle, except a motorcycle or an historic vehicle shall not be issued unless the used motor vehicle has been inspected and tested in accordance with the procedures set out in Schedule 1 and is found to comply with the standards set out in Schedule 1;
 - (b) a safety standards certificate for a used motorcycle shall not be issued unless the motorcycle has been inspected and tested in accordance with the procedures set out in Schedule 2 and is found to comply with the standards set out in Schedule 2;
 - (c) a safety standards certificate for an historic vehicle as defined in clause *b* of section 1 of Regulation 418 of Revised Regulations of Ontario, 1970, shall not be issued unless the historic vehicle has

been inspected and tested in accordance with the procedures set out in Schedule 3 and is found to comply with the standards set out in Schedule 3; and

- (d) a sticker for a dump vehicle as defined in section 1 of Ontario Regulation 544/76 shall not be issued unless the dump vehicle has been inspected and tested in accordance with the procedures set out in Schedule 1 of Ontario Regulation 544/76 and is found to comply with the standards set out in the said Schedule 1.

- 5. All premises in which inspections are carried out shall,
 - (a) have sufficient internal space or external hard standing adequate for the inspection of at least one motor vehicle of the class which the licensee owning or leasing those premises is licensed to inspect;
 - (b) be equipped with common hand tools, a headlamp aiming device, brake testing equipment, a hoist or jack suitable for the weight of motor vehicles to be inspected, a device for testing tire tread depth and an accurate means of measuring play in steering and suspension; and
 - (c) be maintained in a clean and safe condition.
- 6. Application for a licence shall be in Form 1.
- 7. The equipment referred to in clause *b* of section 5 shall be kept in proper working condition and accurately calibrated where applicable.
- 8. It is a condition attaching to the registration of a motor vehicle inspection mechanic that,
 - (a) he holds a valid and subsisting certificate of qualification as a motor vehicle mechanic or motorcycle mechanic under *The Apprenticeship and Tradesmen's Qualification Act*; and

- (b) a motor vehicle inspection mechanic who holds a certificate of qualification only as a motorcycle mechanic makes certificates only for motorcycles.
- 9. A certificate shall be in Form 2.
- 10. (1) A licensee may return to the Ministry unused certificate forms and the fee paid therefor by the licensee shall be refunded.
- (2) Where a licence expires, is revoked or where the licensee ceases to operate a motor vehicle inspection station, the licensee shall return to the Ministry,
 - (a) all unused certificate forms and stickers issued to him and the fee paid therefore by the licensee shall be refunded; and
 - (b) all vehicle inspection records maintained by him.
- 11. (1) A licensee shall report forthwith to the Director any loss, theft or destruction of any certificate form or sticker and shall include in the report the serial numbers of all certificates or stickers lost or stolen or destroyed and all available information relevant to the loss, theft or destruction.
- (2) If any lost or stolen certificate form or sticker is recovered by a licensee subsequent to the report being given to the Director pursuant to subsection 1, the licensee shall forthwith forward to the Ministry the recovered certificate form or sticker.
 - (3) Where the licensee forwards to the Ministry the recovered certificate form or sticker in accordance with subsection 2, the fee paid therefore by the licensee shall be refunded.
- 11a. A licensee shall return all unused stickers to the Ministry within 30 days after the validity of the sticker expires and the fee paid therefore by the licensee shall be refunded.
- 12. (1) It is a condition of every licence that where,

- (a) a vehicle is inspected at a station;
 - (b) repairs or adjustments to the vehicle or its equipment are required to qualify it for a certificate or sticker;
 - (c) the inspection fee charged by the licensee is paid;
 - (d) the required repairs or adjustments to the vehicle or its equipment are made at a place other than the station, and
 - (e) the vehicle is brought back to the station for issuance of the certificate or affixing of a sticker within ten days of the original inspection, no additional inspection fee shall be charged by the licensee.
- (2) Notwithstanding subsection 1, an additional fee may be charged where it is necessary to examine a wheel brake assembly a second time prior to issuing a certificate or affixing a sticker to the vehicle.
13. (1) A used motor vehicle, except a motorcycle or an historic vehicle, shall be inspected and tested in accordance with the procedures set out in Schedule 1.
- (2) A used motorcycle shall be inspected and tested in accordance with the procedures set out in Schedule 2.
- (3) An historic vehicle, as defined in clause *b* of section 1 of Regulation 418 of Revised Regulations of Ontario, 1970 shall be inspected and tested in accordance with the procedures set out in Schedule 3.
14. (1) Every licensee operating a Class P station shall identify the station by displaying at the station in a conspicuous position, visible to the public, identifying signs provided by the Ministry for that purpose.
- (2) The identifying sign provided by the Ministry shall remain the property of the Crown and shall be returned to the

Ministry by the licensee when the licensee ceases to hold a P licence or ceases to operate a station.

15. No person shall display a sign referred to in section 14 on premises which are not licensed as a Class P motor vehicle inspection station.
16. (1) Every licensee shall keep on the licensed premises,
 - (a) a copy of each certificate issued by the licensee, for a period of two years from the date of issue;
 - (b) a record of all vehicles inspected and where applicable, a list of defects and recommended repairs, for a period of two years from the date of inspection;
 - (c) a written record of all persons authorized from time to time by the licensee to countersign certificates or affix stickers on behalf of the licensee, for a period of two years from the date of termination of such authority; and
 - (d) in respect of every vehicle to which a sticker has been affixed, a vehicle inspection record signed by the motor vehicle inspection mechanic inspecting the vehicle and the licensee or a person authorized in writing by the licensee, showing the,
 - (i) name of the owner of the vehicle,
 - (ii) date of inspection,
 - (iii) make of the vehicle inspected,
 - (iv) current number plate issued by the Ministry of the vehicle inspected,
 - (v) vehicle identification number,
 - (vi) odometer reading of the vehicle on the date of inspection,
 - (vii) trade code and certificate number of the motor vehicle

inspection mechanic inspecting the vehicle, and

(viii) licence number of the station, for a period of twelve months from the date of affixing the sticker on the vehicle.

17. Every licensee shall report forthwith to the Ministry in writing,

(a) when a mechanic registered with the licensee as a motor vehicle inspection mechanic ceases to be employed by the licensee; and

(b) when the licensee requests that the registration of the motor vehicle inspection mechanic in the licensee's station be terminated.

18. (1) The following fees shall be paid to the Ministry:

- | | |
|---|---------|
| 1. For a class F motor vehicle inspection station licence | \$25.00 |
| 2. For a Class P vehicle inspection station licence | 25.00 |
| 3. For a Class F licence replacing a Class P licence, where the fee in item 2 has been paid | 2.00 |
| 4. For a Class P licence replacing a Class F licence, where the fee in item 1 has been paid | 2.00 |
| 5. For the registration of a motor vehicle mechanic by a Class F or P station | 5.00 |
| 6. For a safety standards certificate form supplied to a Class F or P station | .50 |
| 7. For a duplicate of a Class F or P licence in case of loss or destruction of the original | 2.00 |
| 8. For a sticker supplied to a Class F or P Station | 1.00 |

- (2) No fee is payable when a motor vehicle inspection mechanic is registered in substitution for another registered motor vehicle inspection mechanic in the same station.
- (3) Where a licence or registration referred to in item 1, 2 and 5 of subsection 1 is applied for after the 30th day of June, or on or before the 31st day of December in the year for which the licence or registration is issued, the fee therefor is reduced by one-half.

Schedule 1
INSPECTION AND TESTING
PROCEDURES AND STANDARDS
FOR USED MOTOR VEHICLES

Body Work

1. (1) The body, sheet metal and equipment shall be inspected and tested for conditions hazardous to occupants, pedestrians or vehicles and
 - (a) each bumper shall be securely mounted;
 - (b) no bumper, fender, molding or other sheet metal shall have a broken, bent or sharp edge that protrudes in such a way as to constitute a hazard to pedestrians or vehicles;
 - (c) no fender shall have been removed, and each truck mud flap, where applicable, shall be in position;
 - (d) each occupant compartment door shall open freely when the release mechanism is actuated and shall close securely;
 - (e) no hood latch shall be missing or fail to hold the hood and no safety catch, in the case of a front opening hood, shall be missing or inoperative;
 - (f) no tilt cab latch shall be missing or fail to hold the tilt cab latched and no safety catch shall be missing or inoperative;
 - (g) each occupant seat shall be securely mounted and shall maintain its position and adjustment;
 - (h) if fitted, a driver's sun visor shall function as intended;
 - (i) where required under the provisions of *The Motor Vehicle Safety Act* (Canada), no seat belt assem-

- bly or its anchorages shall have been removed, rendered partly or wholly inoperative, or modified so as to reduce their effectiveness;
- (j) if fitted with seat belt assemblies, each belt anchorage shall be secure;
 - (k) if fitted with seat belt assemblies, each belt buckle and retractor shall operate as intended; and
 - (l) if fitted with seat belt assemblies, no belt webbing shall be visibly damaged so as to reduce its effectiveness.
- (2) The frame and underbody shall be inspected and,
- (a) no chassis frame member or structural member of a unitized body shall be visibly cracked, perforated by corrosion, or have loose or missing connecting fasteners; and
 - (b) the underbody, excluding the underbody of a separate cargo body shall not be visibly perforated by rust or otherwise damaged, or have any opening other than those intended by the original manufacturer, that could allow entry of exhaust gases.
- (3) The condition and security of mounting of each rear view mirror shall be inspected and,
- (a) no inside rear view mirror shall have been removed except on a motor vehicle having no rear window or having a rear window that is permanently obstructed by the body of the vehicle;
 - (b) each mirror shall be securely mounted;
 - (c) no mirror shall be cracked or broken or have any reduction in reflecting surface owing to deterioration of silvering; and

- (d) in the case of a motor vehicle where there is no rear window, or the view through the rear window is restricted in such a way as not to afford a driver a clear view to the rear of the motor vehicle, the outside rear view mirror or mirrors shall not be missing.
- (4) The windshield and windows shall be inspected and tested and,
- (a) no material that obstructs vision shall be fitted in place of glazing in the windshield or any side window to the left or right of the driver's seat;
 - (b) no glazing material in the windshield or in any side window to the left or right of the driver's seat shall be crazed, clouded or fogged;
 - (c) no glazing material shall have exposed sharp edges or any part missing;
 - (d) there shall be no star, stone chip or crack in the area of the windshield swept by the driver's wiper blade, that may interfere with a driver's vision; and
 - (e) the window, adjacent to the driver's seating position, shall open readily to permit a signal to be given by means of the hand and arm.
- (5) The fuel system shall be inspected and tested and,
- (a) no mounting or attachment shall be missing or insecure;
 - (b) no filler cap shall be missing or insecure; and
 - (c) no leakage shall be present at any point in the fuel system.
- (6) The exhaust system including exhaust manifolds, shall be inspected and tested and,

- (a) no exhaust pipe, muffler or tail pipe shall be missing, pinched or insecurely mounted;
 - (b) no leakage shall be present at any point in the exhaust system, except through drain holes provided by the manufacturer; and
 - (c) no component shall be so located as to cause charring or other heat damage to any wiring, fuel line, brake line or combustible material of the vehicle.
- (7) Where a fifth wheel is installed, it shall be inspected and,
- (a) the fifth wheel shall be fastened securely to the vehicle,
 - (b) in the case of a fifth wheel secured to the vehicle frame by means of U bolts, positive stops shall be provided to prevent the fifth wheel from shifting on the frame;
 - (c) the jaw closure mechanism and locking system shall be in good working order and shall not be broken, cracked or excessively worn; and
 - (d) the slider mechanism, if fitted, shall lock securely and shall not show any signs of failure or excess wear.

Brakes

2. (1) Brake drums and disc brake pads shall be removed from all wheel brakes, except from those wheel brakes which are designed to provide adequate examination without removal of brake drums or disc brake pads but not including a brake which by inspection or performance testing indicates a defect, and all operating and structural components of each wheel brake assembly shall be inspected and tested and,

- (a) no drum or disc shall have any external crack or cracks on the friction surface, other than normal heat-check cracks, that reach the edge of the drum bore or periphery of the disc;
- (b) no drum or disc shall have any mechanical damage to the friction surface, other than that which may be attributed to normal wear;
- (c) no ventilated disc shall have broken or visibly cracked cooling fins;
- (d) no inside diameter of a drum shall be greater than and no thickness of a disc shall be less than the dimension stamped on the drum or disc or where the dimension is not stamped on the drum or disc, the vehicle manufacturer's limit for re-machining plus fifty percent of remachine allowance for wear;
- (e) no bonded lining shall be thinner than one-sixteenth of an inch when measured at the thinnest point, and the surface of a riveted or bolted lining shall not be closer than one-sixteenth of an inch to any rivet or bolt head;
- (f) no lining of a disc brake assembly shall be worn to the extent that a wear indicator is in contact with the rotor;
- (g) no brake lining shall be broken or loose on its shoe pad;
- (h) no brake lining shall show evidence of contamination such to effect braking performance;
- (i) no brake cylinder shall show evidence of leakage;
- (j) in the case of inspections made after drums and disc brake pads are removed, no mechanical or structural part shall be misaligned, badly worn, cracked, broken, binding, seized, missing or insecure,

and no grease retainer shall be missing or leaking;

- (k) In the case of inspections made without removal of drums or disc brake pads, there shall be no indication that mechanical or structural parts are misaligned, badly worn, cracked, broken, binding, seized, missing or insecure, or a grease retainer is missing or leaking;
 - (l) no automatic adjuster shall be inoperative;
 - (m) no brake piston in a drum brake shall fail to move when moderate pressure is applied to the brake pedal;
 - (n) in the case of a cam-actuated full air brake with its drum installed, the stroke of the air chamber push rod shall not exceed the limit designated by the manufacturer at which time readjustment is recommended, or eighty percent of the full stroke if the former is not designated; and
 - (o) in the case of a wedge-actuated brake with its drum installed and having an inspection opening suitable for measurement of a shoe to drum clearance, the clearance shall not be in excess of sixty-thousandths of an inch.
- (2) All hydraulic, vacuum and air system components, which are external to the wheel brakes, including reservoirs, fittings, valves, supports, hose clamps, connections, air chambers, air cleaners, and hoses and tubes other than those portions that are within structures and not visible, shall be inspected and tested and,
- (a) with vacuum boost or air system fully charged, there shall be no hydraulic, vacuum or air leak in the service brake system when the

service brakes are fully applied and released;

- (b) no hydraulic, air or vacuum hose or tube shall be abraded, restricted, crimped, cracked, broken or be so located as to chafe against a component or have damaged or missing clamps or supports;
 - (c) the hydraulic fluid level in any reservoir shall not be below the minimum level as specified by the manufacturer or where no specification is made by the manufacturer, no more than one-quarter inch below the lowest edge of each filler opening; and
 - (d) the vacuum system or air compressor air cleaner shall not be clogged.
- (3) All mechanical components of the service, parking and emergency brake systems, which are external to the wheel or drive shaft brakes, shall be inspected and tested and no mechanical part shall be misaligned, insecure, excessively worn, broken, binding, seized, missing or frayed.
- (4) In the case of a motor vehicle equipped with hydraulic service brakes, the hydraulic system and related warning devices shall be tested and,
- (a) a hydraulic master cylinder push rod shall be properly adjusted;
 - (b) in the case of a vehicle equipped with dual circuit hydraulic brakes, the brake failure warning lamp shall be operative;
 - (c) with moderate foot force maintained on the service brake pedal for ten seconds and, in the case of power boosted brakes, with the engine running, the service brake pedal shall not move towards the applied position; and

- (d) with heavy foot force applied to the service brake pedal and, in the case of power boosted brakes, with the engine running,
 - (i) the total pedal travel shall not exceed eighty percent of the total available travel, and
 - (ii) on a vehicle equipped with dual circuit hydraulic brakes, the brake failure warning lamp shall not come on.
- (5) A motor vehicle equipped with power boosted hydraulic brakes, after the engine has been stopped and the vacuum, air or hydraulic boost has been depleted, the power boosted system shall be tested by holding moderate pressure on the service brake pedal and starting the engine and the pedal shall move towards the applied position.
- (6) In the case of a commercial motor vehicle equipped with air-boosted hydraulic brakes or full air brakes, the air system shall be inspected and tested and,
 - (a) the compressor drive belt, if fitted, shall have correct tension, and shall not be cut, frayed or excessively worn;
 - (b) with the engine running at a fast idle, the time required to build air pressure from fifty pounds per square inch gauge to ninety pounds per square inch gauge shall not exceed three minutes;
 - (c) the low pressure warning device shall operate when the air pressure is reduced to the fifty to seventy pounds per square inch gauge range;
 - (d) the governor cut-in and cut-out pressures shall not be lower than or higher than that specified by the vehicle manufacturer, or, if not specified by the vehicle manu-

facturer, eighty pounds per square inch and one hundred and thirty-five pounds per square inch respectively;

- (e) with the air brake system fully charged and engine stopped, air pressure drop shall not exceed,
 - (i) with the service brakes released, two pounds per square inch in one minute,
 - (ii) with the service brakes fully applied, three pounds per square inch in one minute;and
 - (f) with the air brake system fully charged and immediately after the engine is stopped, the compressed air reserve shall be sufficient to permit one full service brake application from fully charged system pressure without lowering reservoir pressure more than twenty percent.
- (7) In the case of a commercial motor vehicle equipped with vacuum boosted hydraulic brakes, the vacuum gauge and low vacuum warning device, if fitted, shall be tested and,
- (a) the vacuum gauge shall be operative; and
 - (b) with engine stopped, the warning device shall operate before the vacuum reserve drops to less than eight inches of mercury, or if no vacuum gauge is fitted, there shall be at least one boosted brake application available after the warning device operates.
- (8) The parking brake shall be tested by fully applying the control and then releasing it and,
- (a) the brake, while set in the fully applied position and not held by foot or hand force, or by hydraulic or air pressure, shall hold the vehi-

- cle stationary against the engine at a light throttle setting for a few seconds both in reverse gear and in low forward gear; and
 - (b) the brake shall fully release when the release control is operated.
- (9) In the case of a commercial motor vehicle, the emergency brake system, if fitted, shall be tested by fully applying the control and then releasing it and,
- (a) the brakes while set in the fully applied position, with the transmission in a low forward gear, shall hold the vehicle stationary against the engine at a light throttle setting for a few seconds;
 - (b) there shall be reserve travel available beyond the full brake application position; and
 - (c) the brakes shall fully release when the release control is operated.
- (10) The service brake system shall be tested for maximum performance and integrity by stopping the vehicle from a speed of not more than ten miles per hour with heavy pedal force on a dry, smooth, hard paved surface free from loose material and,
- (a) each wheel brake, other than a heavy truck front wheel brake and a wheel brake controlled by an anti-lock or brake proportioning device, shall cause its wheel to slide;
 - (b) no component shall fail; and
 - (c) no wheel brake shall fail to release immediately.
- (11) The service brake system shall be tested for brake pull on a suitable brake testing machine or by stopping the vehicle from a speed of twenty miles per hour in the shortest possible distance on a substantially level, dry, smooth, hard paved surface free from loose material without locking any

wheel brake, and there shall be no brake pull either to the left or to the right.

Engine Controls and Steering

3. (1) The complete accelerator linkage system shall be inspected and tested while the engine is running and the vehicle is stationary with the transmission in neutral and no component shall be missing, damaged, worn or out of adjustment so as to prevent the engine speed dropping to idle when the accelerator pedal is released.
- (2) In the case of power boosted steering, the power steering drive belt and reservoir fluid level shall be inspected, and, with the engine running, the hydraulic system shall be inspected for leaks and,
 - (a) the power steering drive belt shall not be missing, cut, frayed or excessively worn, and shall have correct tension;
 - (b) the fluid in the power steering reservoir shall not be lower than the minimum level specified by the vehicle manufacturer, and
 - (c) the hydraulic fluid shall not show excessive leakage.
- (3) The steering column and box shall be inspected and tested and,
 - (a) the steering column and box shall not be loose in their mountings to the body and frame;
 - (b) no bolt or nut shall be loose or missing from a mounting;
 - (c) steering shaft couplings and splines shall not have excessive play; and
 - (d) the steering column energy absorbing section shall not be damaged.
- (4) Front wheel alignment shall be inspected while all the wheels are on

the ground and the front wheels in the straight ahead position, and they shall not be visibly out of alignment.

- (5) The steering mechanism shall be tested for free movement while the front wheels are on the ground in the straight ahead position and, in the case of a vehicle having power boosted steering, the test shall be carried out while the engine is running and,
 - (a) free movement of the steering wheel rim, with no movement of the front wheels, shall not exceed,
 - (i) the limit designated by the vehicle manufacturer, or
 - (ii) in a case where the limit is not designated, one and three-quarters, two, two and one-quarter, two and one-half, and two and three-quarters inches for steering wheel diameters of less than fourteen, fourteen and larger but less than sixteen, sixteen and larger but less than eighteen, eighteen and larger but less than twenty, and twenty and larger inches respectively;
 - and
 - (b) there shall not be excessive play in any steering linkage joint.
- (6) The steering mechanism shall be tested for freedom of movement with the front wheels on the ground, and the front wheels shall turn from full right to full left and back again without interference or indication of roughness in the mechanism, and where a vehicle is equipped with power boosted steering, the test shall be conducted with the engine in operation.
- (7) The steering linkage shall be inspected and tested for wear, damage and maladjustment while the front wheels are off the ground and the vehicle is supported so that the steering linkage assumes its normal attitude and,

- (a) without movement of the opposite wheel, no front wheel shall have play about a vertical axis in excess of,
 - (i) one quarter of an inch for a wheel rim diameter of sixteen inches or less,
 - (ii) three-eighths of an inch for a wheel rim diameter that is larger than sixteen inches but not larger than eighteen inches, or
 - (iii) one-half of an inch for a wheel rim diameter that is larger than eighteen inches, as measured at the extreme front or rear of the tire tread face;
- (b) no part of a steering linkage system shall be damaged, repaired or modified so as to visibly weaken the linkage system or affect the proper steering of the vehicle; and
- (c) no nut, bolt or cotter pin shall be loose, excessively worn or missing.

Suspension

- 4. (1) Inner control arm pivots, king pins and front suspension ball joints other than wear indicating ball joints shall be inspected for wear and damage while the wheels of the vehicle are off the ground so that the suspension joints are not under load and,
 - (a) no non-load carrying ball joint shall show any perceptible play,
 - (b) no load-carrying ball joint shall have play in excess of that specified by the vehicle manufacturer;
 - (c) in the case of king pins, no front wheel shall have a rocking play about a horizontal axis in excess of,
 - (i) one-quarter of an inch for a

wheel rim diameter of sixteen inches or less,

- (ii) three-eighths of an inch for a wheel rim diameter that is larger than sixteen inches but not larger than eighteen inches, or
- (iii) one-half of an inch for a wheel rim diameter that is larger than eighteen inches,

as measured at the extreme top or bottom of the tire tread face;

- (d) no control arm pivot shall have excessive play;
 - (e) no wheel bearing shall give indication of excessive wear or damage when the bearing is rotated; and
 - (f) no wheel bearing shall be mal-adjusted so as to result in excessive play or binding.
- (2) Wear-indicating ball joints shall be inspected under load with the wheels on the ground, and no excessive wear shall be indicated.
 - (3) Front and rear springs, shackles, U-bolts, centre-bolts, radius rods, shock-absorbers, equalizers, stabilizers, and attachments thereto shall be inspected, and none shall be loose, bent, cracked, broken, disconnected or missing.
 - (4) The rear axle or axles shall be inspected for alignment and the rear axle or axles shall not be tracking improperly so as to adversely affect control of the vehicle.
 - (5) The air suspension system, if fitted, but not including air booster bags added to passenger cars and light trucks to provide added carrying capacity, shall be inspected and tested and,
 - (a) in the case of a vehicle equipped

with full air brakes, when the engine is started with zero gauge air pressure in the entire air system including air brake system, air shall not begin to flow into the suspension system before fifty-five pounds per square inch gauge is reached in brake system;

- (b) with air in the suspension system at normal operating pressure and retractable axles in both up and down positions, there shall be no air leakage;
- (c) with air in the suspension system at normal operating pressure, the vehicle body and chassis frame shall be supported clear of all axles and shall not lean to one side;
- (d) with air in the suspension system at normal operating pressure, each retractable axle shall respond properly to its axle lift control switch or valve;
- (e) no retractable axle with independent suspension shall be visibly out of alignment; and
- (f) no ball joint of a retractable axle with independent suspension shall be worn beyond the manufacturer's specified safe limits.

Electrical

- 5. (1) The horn shall be inspected and tested and,
 - (a) the horn shall not be loose on its mounting; and
 - (b) the horn shall function.
- (2) The windshield washer and defroster systems, if fitted, and the windshield wiper system shall be inspected and tested and,
 - (a) each wiper arm and blade assembly shall sweep the original intended area;

- (b) no part of the windshield wiper system shall be missing, badly worn or deteriorated so as to impair its effectiveness;
 - (c) the windshield washer system shall function; and
 - (d) the windshield defroster system shall deliver air to the windshield.
- (3) In the case of a vehicle originally equipped with a neutral safety starting switch it shall be tested and,
- (a) the neutral safety starting switch shall not have been removed; and
 - (b) the starter shall operate only with the gear selector or transmission in "P" (Park) or "N" (Neutral).

Lighting

6. (1) Prescribed lamps and reflectors shall be inspected and tested and,
- (a) a circuit shall light the filaments of the prescribed lamps when the appropriate switch position is applied, and the operation of any circuit shall not interfere with the operation of any other circuit;
 - (b) a lens or reflex reflector shall be correctly installed and shall not be discoloured or missing in whole or in part;
 - (c) each lamp and reflector shall be securely mounted on the vehicle and none shall be missing;
 - (d) if fitted with turn signal lamps, the flasher unit shall operate properly and no indicator lamp shall fail to flash;
 - (e) each headlamp shutter or retracting headlamp shall operate over the full range of movement or be secured in the fully open position;

- (f) no headlamp shall be coated with a coloured lacquer; and
 - (g) no headlamp shall be modified by the attachment to the lamp or to the vehicle of any device that reduces the effective area of the lens or brightness of the light.
- (2) A headlamp alignment inspection shall be carried out after front wheel alignment, rear axle tracking, beam switching and functioning of bulbs have been inspected, tested and have met the prescribed standards, and after any heavy loads including large accumulations of mud, snow and ice have been removed and any noticeably deflated tires have been properly inflated and,
- (a) in the case of headlamps inspected using mechanical aimers set to zero for vertical aim, compensated for the floor slope and mounted on the headlamps in accordance with the manufacturer's instructions, the mechanical limits shall be,
 - (i) not higher than four units up nor lower than four units down, and
 - (ii) not more than four units to the left nor more than four units to the right,
 as shown on the scales of the aimers;
 - (b) in the case of a dual beam or type "2" headlamp inspected visually on the low or passing beam,
 - (i) the top edge of low beam high-intensity zone shall be not be more than four inches above nor more than four inches below the horizontal centre-line of the lamp, and
 - (ii) the left edge of the low beam high-intensity zone shall be not more than four inches to the

- left nor more than four inches inches to the right of the vertical centre-line of the lamp, as measured on a screen placed twenty-five feet in front of the lamp or its equivalent using a headlamp testing machine which has been compensated for floor slope and aligned with the vehicle in accordance with the manufacturer's instructions; and
- (c) in the case of a single beam or type "1" headlamp inspected visually on the high or upper beam, the centre of the high beam high-intensity zone shall be,
- (i) not more than four inches above nor more than four inches below the horizontal centre-line of the lamp, and
 - (ii) not more than four inches to the left nor more than four inches to the right of the vertical centre-line of the lamp,
- as measured on a screen placed twenty-five feet in front of the lamp, or its equivalent using a headlamp testing machine which has been compensated for floor slope and aligned with the vehicle in accordance with the manufacturer's instructions.

Tires and Wheels

7. (1) In this section "construction type" means a type of tire carcass such as as bias ply, belted-bias and radial ply and does not include variations in cord material such as rayon, polyester and nylon used in building a tire carcass.
- (2) All tires installed on axles shall be inspected for depth of tread, tread defects, sidewall defects, proper size application, regrooving and mixed construction types and,

- (a) except for front tires on vehicles in excess of 10,000 pounds gross vehicle weight rating, no tire shall be worn sufficiently,
 - (i) for the tread wear indicators to contact the road, or
 - (ii) that less than two thirty-seconds of an inch of tread depth remains,
in any two adjacent major grooves at three equally spaced intervals around the circumference of the tire;
- (b) in the case of front tires on vehicles in excess of 10,000 pounds gross vehicle weight rating, no tire shall be worn sufficiently that less than four-thirty seconds of an inch of tread depth remains in any two adjacent major grooves at three equally spaced intervals around the circumference of the tire;
- (c) no tire shall have exposed cord at worn spots;
- (d) no tire shall have tread or sidewall cuts or snags deep enough to expose the cords;
- (e) no tire shall have any abnormal visible bump, bulge or knot;
- (f) no tire shall have been regrooved or recut below the original new tire groove depth, other than tires specially designed for such recutting and marked as being tires so designed.
- (g) no tire shall be of a smaller size than the vehicle manufacturer's specified minimum size or be sufficiently oversized as to contact any vehicle component which may affect the safe operation of the vehicle;
- (h) except for a vehicle fitted with dual rear tires, no mixture of construction types consisting of radial ply

on the front and bias ply or belted-bias tires on the rear shall be fitted;

- (i) no mixture consisting of sixty or fifty series tires on the front and other series on the rear shall be fitted;
 - (j) no mixture of construction types or sizes, except where claimed to be equivalent by tire manufacturers, shall be fitted on an axle;
 - (k) tires in a dual tire set shall not be in contact with each other or differ from each other in overall diameter by more than one-half of an inch or in circumference by more than one and one-half of an inch; and
 - (l) no vehicle shall be fitted with a tire which bears a mark indicating restricted use such as "not for highway use" or "farm use only".
- (3) All wheels installed on axles shall be inspected for defects and damage and,
- (a) no wheel stud, bolt, clamp, nut or lug shall be loose, missing, damaged, broken, mismatched or have insufficient thread engagement;
 - (b) no disc wheel assembly shall have any visible crack, elongated bolt hole, indication of repair by welding, or be so bent or damaged as to affect the safe operation of the vehicle;
 - (c) no wheel rim or lock ring shall be mismatched, bent, sprung, or otherwise damaged so as to affect the safe operation of the vehicle;
 - (d) no cast wheel shall show evidence of excessive wear in the clamp area; and
 - (e) no wheel spoke shall be missing, loose or broken.

Licence Plates

8. Each licence plate, where required, shall be inspected and if a licence plate is missing, damaged, faded, discoloured or has paint removed so as to impair readability the Safety Standards Certificate shall be marked to indicate that replacement is necessary.

Schedule 2

INSPECTION AND TESTING PROCEDURES AND STANDARDS FOR USED MOTORCYCLES

1. Fenders, footrests, and windshield if fitted, shall be inspected and,
 - (a) no fender shall be missing;
 - (b) there shall be footrests for the operator, and for the passenger where the motorcycle is equipped with a passenger seat; and
 - (c) the windshield, if fitted, shall not be so cracked, crazed, clouded, fogged¹ or damaged as not to afford clear, safe vision for the operator of the motorcycle.
2. The exhaust system shall be inspected and tested, and
 - (a) no loose connection, loose mounting or other related defect shall be present in the exhaust system; and
 - (b) no leakage shall be present at any point in the exhaust system, except through drain holes provided by the manufacturer.
3. The fuel system shall be inspected and,
 - (a) no mounting or attachment shall be missing or insecure;
 - (b) no filler cap shall be missing or insecure; and
 - (c) no leakage shall be present at any point in the fuel system.
4. The brake system shall be inspected and tested and,
 - (a) there shall be no missing, excessively worn, broken or defective clevis pin, cotter pin, spring, rod, clevis or coupling;
 - (b) the motorcycle shall stop within thirty feet on a substantially level, dry, smooth, hard paved surface free from loose material when the brakes are

applied while the motorcycle is travelling at a speed of twenty miles an hour; and

(c) the rear wheel shall not fail to lock.

5. The headlamp and dimmer switch shall be inspected and tested, and the headlamp alignment of the upper beam shall be inspected on a level surface after any noticeably deflated tires have been properly inflated, a person is seated on the saddle, and the front forks are in alignment with the frame and,

(a) the headlamp shall not be loose and the lens shall not be cracked or broken;

(b) the dimmer switch shall be operative; and

(c) the centre of the high intensity zone shall be,

(i) not more than four inches above nor four inches below the horizontal centre-line of the lamp, and

(ii) not more than eight inches to the left nor more than eight inches to the right of the vertical centre-line of the lamp,

as measured on a screen placed twenty-five feet in front of the lamp, or its equivalent using a headlamp testing machine which has been adjusted for floor slope and aligned with the vehicle in accordance with the manufacturer's instructions.

6. The horn, tail and stop lamps shall be tested, and the wiring system shall be inspected and,

(a) the horn shall be operative and shall not be weak;

(b) the tail lamp shall work;

(c) a stop lamp, if fitted, shall work; and

(d) no wiring shall be damaged.

7. The steering and suspension shall be inspected for broken, loose or worn parts, the handlebars shall be inspected for

damage and the wheel bearings and steering head bearings shall be tested for wear, damage and play, and

- (a) no part of the steering or suspension system shall be broken, loose or worn so as to be unsafe;
 - (b) the handlebars shall not be loose, damaged or in any other way unsafe;
 - (c) no wheel bearing or steering head bearing shall give indication of excessive wear or damage when the bearing is rotated; and
 - (d) no wheel bearing or steering head bearing shall be maladjusted so as to result in excessive play or binding.
8. The tires shall be inspected for tread depth, cuts, bumps or other damage, and the wheels shall be inspected for defects and damage and,
- (a) no tire shall be worn sufficiently that less than two thirty-seconds of an inch of tread depth remains in any groove;
 - (b) no tire shall have exposed cord, or cuts or snags deep enough to expose cord, or any abnormal bump, bulge, or other visible tread or sidewall defect;
 - (c) no wheel rim shall be bent or otherwise damaged so as to effect the safe operation of the motorcycle; and
 - (d) no wheel spoke shall be missing, loose or broken.

Licence Plate

9. A licence plate, where required, shall be inspected and if the licence plate is missing, damaged, faded, discoloured or has paint removed so as to impair readability, Safety Standards Certificate shall be marked to indicate that replacement is necessary.

Schedule 3
INSPECTION AND TESTING
PROCEDURES AND STANDARDS
FOR HISTORIC VEHICLES

1. Each system and component mentioned in Schedules 1 and 2, which is part of the historic vehicle, shall be inspected and tested and shall be in functional condition relative to its design, construction and operation.

This edition is prepared for purposes of convenience only, and for accurate reference recourse should be had to the official volumes.

**Further information regarding
Vehicle Inspection can be obtained
from your nearest Drivers and
Vehicles District Office of
the Ministry of Transportation
and Communications**



**Ministry of
Transportation and
Communications**